

## Two of Delayed Steamship Fleet Arrive in Port After Stormy Voyage



LOOKING AFT ABOARD THE ICE COATED ST. LOUIS COMING UP THE BAY.

The St. Louis and the Minnehaha Reach Their Piers Coated with Ice and Showing Marks of Battles with the Sea—The Berlin, with Cardinal Farley on Board, and Six Other Steamships Expected To-Day or To-Morrow.

Bearing about their hulls and upper works the marks of the worst weather that has visited the North Atlantic in several years, the steamships St. Louis, of the American line, and the Minnehaha, of the Atlantic Transport line, reached their New York piers yesterday, the first two of the fleet of nine ships which were scheduled to have arrived on Sunday.

The others are the Berlin, of the North German Lloyd line, on board of which Cardinal Farley is returning from Rome; the George Washington, of the same line; the Anconia, of the Cunard line; the Columbia, of the Anchor line; the Lapland, of the Red Star line; the New Amsterdam, of the Holland-America line, and the Laurentic, of the White Star line.

The St. Louis and Minnehaha were both sheathed in ice when they reached Quarantine yesterday, and their commanders reported voyages which were constant

battles against seas and head winds. Not a passenger on board either steamship had ventured on deck until the vessels were a short distance from Sandy Hook.

All of the seven other ships which should have arrived here on Sunday have been reported and will come in either to-day or to-morrow. Several of them have had to make part of their voyages at reduced speed.

Among the "passengers" to suffer severely from the boisterous weather on board the Minnehaha were twenty-three draught stallions and mares, the property of John C. Justice, of Galesburg, Ill., who bought them in Belgium and France. Mr. Justice is a breeder and dealer, and brought the animals here to take them to Illinois. All of them looked wan and listless when the Minnehaha reached her pier yesterday.

Among the passengers on board the St. Louis was Miss Isabel Auerbach, of Brooklyn, who said she had come over to get her mother's permission to be married to

a Spanish nobleman. She had his picture, financial rating and genealogical tree in a portfolio.

Another prospective bride in the second cabin of the same steamship was Miss Henrietta Faure, who said she had come to enter the state of matrimony with Mons. G. de la Montagne, who lives in Thirty-sixth street, near Seventh avenue. The immigration authorities held her pending an interview with Mons. de la Montagne.

Other passengers were Captain William H. Jordan and Lieutenant Guy E. Manning, both of the Twelfth United States Infantry, from the Philippines, and Mr. Hugo Wetzel, of Kable, Germany, who is going to Pittsburgh to meet a brother whom he has not seen in twenty years. Captain Jordan and Lieutenant Manning were still indignant yesterday against the French customs laws by which they had been deprived of two hundred Manila cigarettes and mulcted of seventy-three francs duty beside, on entering France from Spain.

## NAVY MEN TELL OF BATTLING GALES

Scout Cruiser Salem and Revenue Cutter Seneca Arrive at Last in Navy Yard.

### TWO MEN LOST AT SEA

Commander Lloyd H. Chandler Describes Fierce Storms Encountered in Search for Torpedo Boats.

Thrilling tales were told yesterday by officers of the scout cruiser Salem and the revenue cutter Seneca, following their arrival at the New York Navy Yard. Both vessels took part in the search at the first cry that vessels of the torpedo fleet had been lost. The Salem lost two men overboard.

The experiences of the Salem were related by Commander Lloyd H. Chandler. "We were on our way from the maneuvers to the Norfolk Navy Yard, on January 5," he said, "when we struck the storm. The decks were awash, and we lost six of our boats, including a motorboat, and two men. They were Taylor Baglow and Herman Goldstein, seamen. The vessel then was about three hundred miles north of Bermuda.

"On the following day we received a wireless message ordering the vessel to Norfolk for repairs. In the evening of January 7, when we were almost in Cape Henry, we got a wireless order to search for the torpedo boat destroyer Terry, which had been in wireless communication with the Tagus, of the Royal Mail line, reporting she was in distress. We supposed the Terry to be about four hundred miles north of Bermuda and headed our course for that locality. Before we reached there we got a wireless from the Terry, saying she was all right and on her way to Hampton Roads.

"We learned that in the meantime Rear Admiral Cameron McKee Winslow, commander of the second division of the Atlantic Fleet, on board the battleship Louisiana, had picked up the torpedo boat destroyer Roe, also reported missing.

"The Salem then was ordered to return to Hampton Roads and act as convoy to the Roe. We had heavy westerly gales on the way in, the worst I ever saw. The second gale delayed progress, and it was apparent that the Roe would not be able to reach port with the fuel she had in store. I sent a wireless message to the Norfolk Navy Yard and asked for assistance.

"Our boats were all washed away and we were practically helpless ourselves so far as physical communication between the two boats was concerned. In response to my request for help the transport steamship Prairie came out and when the Roe's fuel gave out the Prairie took her in tow for seventeen miles from Cape Henry and towed her into port."

Officers of the Seneca when seen last night at the Cobb Dock said: "We left Brooklyn January 3 under orders to search for a derelict in latitude 42° 7' north and longitude 72° 15' west. We ran into the storm on the evening of January 5 off Georges Banks. At half-past two o'clock the next morning we were struck by a heavy sea which stove in several air ports and carried away a portion of the rail and some of the emergency steering gear and also damaged the mounting of some of the after guns.

"The sea flooded the boiler room. The wind was so strong that it could not be kept out of the room for twenty-four hours. We didn't dare try and turn around, and as it was useless to seek the derelict we headed for New York.

"We intercepted a wireless message at seven o'clock on the night of January 7, stating that the torpedo boat Terry was disabled and her boats gone. We understood she was about two degrees south of her position and headed for there and reached the locality in about three hours and ahead of the battle ship fleet, which had been directed by the same orders. We searched south and east, but could not find the Terry. At one o'clock that afternoon we intercepted another wireless message, saying that the Terry had been spoken by one of the battle ships and was heading for Norfolk, and would probably reach that port about ten o'clock that night. We then headed for New York.

"The barometer was falling and at midnight on January 8 we were compelled to leave to heading to the southeast, with the engines working slowly. At half-past two o'clock on January 9 our steering gear was carried away, placing the boat in great peril. But by five o'clock the next morning after difficult and dangerous efforts of the crew this damage was repaired and we resumed our course."

Many letters were received by Commissioner Edwards from members of the Fifth Avenue Association, who expressed appreciation of the new system of handling the snow and slush in Fifth avenue. From Washington square to Fifty-ninth street the street cleaners have banked the snow in the middle of the street so as not to interfere with the traffic.

## Women and Children Marooned on Board Ice Bound Barges Off Hastings



CROSSING THE HUDSON ON THE ICE AT YONKERS, N.Y.

Hudson River Closed to Commerce, Yonkers Without Coal and Mayor Appeals to Federal Government to Send a Vessel to Break the Ice—One Thousand Men Out of Work Because Sugar Refinery Was Compelled to Shut Down.

[SPECIAL DESPATCH TO THE HERALD.]

YONKERS, N. Y., Monday.—One thousand men are out of work here because the Federal Sugar Refinery had to close on account of a coal famine to-day. The river is still ice locked and coal barges, bound for this city, are frozen in.

Mayor Lennon to-night sent this telegram to the Assistant United States Treasurer and to United States Senators Root and O'Gorman:—

"Very important that federal government should at once send a boat to break

the ice in the Hudson River channel here at Yonkers, a port of entry, as entire river is impeded by the blockade and important industries seriously crippled. Will you please help us in this emergency?"

When darkness closed down to-night several barges and tugboats were still locked off the village of Hastings. On board the tugboat Bismarck are two women, Mrs. Frank Engel and Mrs. Edward Decker and two children. The women seemed little concerned by their plight when visited by newspaper men.

They laughingly suggested that being marooned in the middle of the Hudson River was a novel enough experience to

make it worth while. The men, women and children aboard the barges would have been short of food to-night had not two men of the crew of the Bismarck gone over the ice to Dobbs Ferry and returned with sleds loaded with provisions. Captain T. C. Brown, of the Bismarck, said none of the craft was leaking, but he feared damage would be done when the ice breaks. The Bismarck has lost her rudder and has very little coal left in her bunkers.

The bow of the tugboat Mager is jammed under the stern of the barge Elvler. The barge Princess is partly ashore at the foot of the Palisades with a hole in her bow.

## COLD SNAP MADE SILVER KING HAPPY

Big Polar Bear in the Zoological Park Eats His Meals Surrounded by Ice.

Not many beings in New York enjoyed the recent cold snap. There was one 800-pounder in the New York Zoological Park, however, who revelled in it. This is the polar bear, Silver King, whose sufferings during the summer months many visitors to the park noticed and commented upon. The men and women who gawked at him then were more or less comfortable. He was miserable. Now the conditions are changed and the polar bear looks out through the bars of his cage with every manifestation of glee.

The keepers of the park say that it has been a joy to feed the big bear recently. He has chosen to eat most of his meals in his bath, surrounded by great chunks of ice. All that was necessary for him to make ready his morning tub recently was simply to walk with his 800-pound bulk across the new formed ice, and down he would go. Next to Ellensberg's Land, where he came from, he has found the Zoological Park rather comfortable lately—as comfortable as it is possible for him to be in captivity.

Intensely interesting is the new novel written especially for the SUNDAY NEW YORK HERALD by that great writer of sea stories, Joseph Conrad. It is called "Chance." First instalment next Sunday.

## Harvesting Ice on Hudson Begun

Two Hundred Storage Houses, with Capacity of 3,500,000 Tons, To Be Filled in Few Days.

Thousands of men started to work yesterday to harvest the Hudson River ice crop. More than two hundred ice houses, which have a total capacity of 3,500,000 tons, will be filled within the next few days. Of the total crop, the Knickerbocker Ice Company, successor to the American Ice Company, the so-called "ice trust," will harvest 2,000,000 tons, while 1,500,000 tons will be housed by the independent dealers.

From estimates made yesterday more than 10,000 men will be employed to fill the ice houses between Kingston and Albany, and approximately \$800,000 will be expended in harvesting the bumper crop. The ice is in perfect condition and is as clear as a crystal. The inch or more of surface snow has been scraped off and late in the day the workmen began cutting the ice and removing it to the nearest ice houses. The ice is said to be between fifteen and eighteen inches in thickness.

Wesley M. Oler, president of the Knickerbocker Ice Company, refused yesterday to discuss the large Hudson River ice crop. He assumes the attitude that the public has no right to know whether there is to be a sufficient supply for next season or whether there will be a reduction in the prices of last year. When asked yesterday if the Hudson River harvest had begun Mr. Oler had this to say:—

"My God, let us run our own business, won't you? We know how to do it without any interference by the press. No, I have

nothing to say now nor will I have anything to say in the future."

### "VOLCANO" AT BATTERY PARK

Travellers arriving at this port on board incoming vessels yesterday were amazed to see a volcano belching forth fire and smoke on the sea wall of Battery Park.

The volcano was the product of workmen who have been unloading stone barges on the site where eventually the new Barge Office will stand. Day by day the tollers have worked until a large pointed pile of broken stone now stands against the sky line.

When the workmen went to their mountain yesterday they found it covered with snow and frozen for a distance of four feet beneath all its surfaces. Then they lit a fire to thaw it out, little realizing they were giving an imitation of a real live volcano. By ten o'clock they had thus made a little crater in their mountain, and photographs in saloons and coffee wagons along the water front had given notice of the fact that the Battery had its own Vesuvius.

### MR. TAFT AND MR. DIX TO SPEAK

President and Governor Will Address Genesee Society Members.

President Taft and Governor Dix will attend the fourteenth annual dinner of the Genesee Society at the Hotel Knickerbocker Saturday night. Other guests will be William E. Werner and Frederick A. Collins, Associate Judges of the Court of Appeals, and Justices James W. Gerard, John Ford, Peter A. Hendrick and Henry D. Hoehckle, of the Supreme Court. The annual election of officers of the society will be held during the dinner.

## SEVENTH REGIMENT HONORS OFFICERS

Major General Smith, General Austen and Major Palmer Are Greeted at Review.

A review and parade of the Seventh regiment was conducted last night, in the organization's armory, in honor of Brevet Major General George Moore Smith, of the First brigade; General David E. Austen, of the local Coast Artillery district, and Major William H. Palmer, formerly ordnance officer of the regiment. The review was conducted by Colonel Daniel Appleton, commander of the regiment, and was attended by more than three thousand persons. A reception followed the military display.

Preceding the reception, a purse containing \$1,000, a gift from the men of the regiment, was presented to Major Palmer in recognition of his services to the organization. He had filled the post of inspector of small arms practice and ordnance officer continuously since 1883, until his retirement several days ago. General Austen and Smith were retired at the same time. In addition to the purse, Major Palmer received a set of engraved resolutions, containing the signature of every member of the regiment.

The latest and strongest novel by Joseph Conrad, the famous English writer of sea stories, is called "Chance," and it was written especially for the SUNDAY NEW YORK HERALD. First chapters next Sunday.

### BOTTLE FLOATS OVER OCEAN.

Contained Mr. La Vin's Card, and Was Two and One-Half Years on Voyage.

One often hears of the remarkable preservation of a card in a bottle, and although previously sceptical, J. C. La Vin, chief steward of the Plaza, was yesterday positively convinced that such things do happen. He received a letter from Humphrey Price, a stranger, in England, stating that a bottle had been found on the beach of Cardigan Bay containing Mr. La Vin's card in good state of preservation. Mr. La Vin then recalled the circumstance, when the bottle was thrown by Mrs. La Vin into the waters of Peconic Bay, near Long Island, on August 24, 1899. In this way the bottle had made the journey to the shores of England in about two and a half years.

### SPECIAL NOTICES.

**Florida**  
CUBA—AUGUSTA SOUTH  
**Atlantic Coast Line**

The Standard Railway of the South.  
SEA-LEVEL ROUTE.  
4 Through Trains Daily  
with All-Steel Electric  
Lighted Pullmans  
—Dining Cars—

Leaving New York for  
10:15 A. M., 1:20, 3:35 and 9:30 P. M.  
"THE NEW YORK AND  
FLORIDA SPECIAL,"  
FLORIDA'S FINEST TRAIN.  
(25th Season) now in operation.  
Electric Block Safety Signals.  
Electric Block Safety Signals.  
Over One Third of Main Line Double  
Track.  
Illustrated literature and all information  
address GEO. B. ECKER, G.E.P.A.,  
1215 BROADWAY, NEW YORK.

## CUTTERS TO SAVE FISHING FLEET

Thirty Vessels Imprisoned in Ice Off Newfoundland Coast and Aid Is Sent.

[SPECIAL DESPATCH TO THE HERALD.]  
BOSTON, Mass., Monday.—To assist thirty American fishing vessels with cargoes of frozen herring valued at \$500,000, which are imprisoned in the ice off the coast of Newfoundland and threatened with destruction, the revenue cutters Gresham and Androscoogin have been ordered to leave for Newfoundland waters to-morrow. The Gresham anchored to-night in Boston harbor. The schooner William F. Morrissey is ashore at Table Point and the Helen L. Wells is high and dry at St. Georges. About twenty-seven others are frozen solidly in the ice either in the Bay of Islands or Bonne Bay.

For several days the fishermen have been hoping that the weather would moderate and that the ice would break in order to give them a chance to get out. A telegram was sent to-day to Collector of Customs Jordan, of Gloucester and he communicated with Washington. Assistant Secretary Bailey, of the Treasury Department ordered the cutters to the fishermen's aid.

The Androscoogin is a wooden vessel, and unless the ice in the Gulf of St. Lawrence is very thick she is expected to break her way to the distressed schooners. The steel Gresham will follow. Five years ago the revenue cutter Seminole, a steel ship, was sent to Newfoundland on a similar mission, but she was unable to reach the icebound fishermen who were held imprisoned until warm weather.

The Androscoogin early to-day reported that she had picked up the schooner Titania, which had broken away from the Bay of Islands, Newfoundland, before the ice conditions became dangerous. She was found covered with ice, off Half Moon Shoals, Nantucket Sound.

### SPECIAL NOTICES.

### SPECIAL NOTICES.

## Heart of New York To Heart of Philadelphia

Twenty-eight express trains leave Pennsylvania Station, Seventh avenue and Thirty-second street, every week day for Broad Street Station, Philadelphia.

Trains leaving at 7:00, 8:00, 9:00, 10:00, 11:00 A. M., 12:00, 1:00, 2:00, 3:00, 4:02 and 5:00 P. M. are two-hour trains.

Every train has a direct connection from Hudson Terminal, leaving at the same time or a few minutes earlier.

Dining cars at meal hours. Frequent trains Sundays. Ask nearest Ticket Agent for time table.

## PENNSYLVANIA RAILROAD

Telephone "Madison Square 7900"  
Studds, District Passenger Agent, 268 Fifth Avenue, New York City.

### WATCHES, JEWELRY, & C.



1 and 1-2 Carats, \$79  
1 and 5-16 " 75  
1 and 7-8 " 57  
1 and 1-8 " 49

We have no duplicates of the Diamonds offered here. They are principally SINGLE STONE RINGS cut "Spread" so that a one-carat Diamond looks to weigh nearly two. These will be sold with the distinct understanding that the money will be refunded if any one can be duplicated for less than 40% advance on these prices. They are specials in every sense of the word, otherwise we would not advertise them. If you can find the size you are looking for it will be to your advantage. We carry a stock of five thousand Diamond Rings from \$10 to \$1,000 each.

8 and 1-32 Carats \$375  
2 and 3-64 " 275  
3 and 1-4 " 250  
2 and 3-8 " 225  
2 and 1-4 " 150  
2 and 5-8 " 110  
1 and 3-4 " 100  
1 and 5-64 " 65

CHARLES A. KEENE,  
Diamonds, Watches, Jewelry,  
180 Broadway, New York.

### SPECIAL NOTICES.

### SPECIAL NOTICES.

### SPECIAL NOTICES.

Ask the man who owns one



Packard trucks are used in one hundred and fifty-four different lines of trade and in two hundred and thirteen different cities. There are now three hundred and fifty-two Packard trucks in use in the Metropolitan District

Packard Motor Car Company of New York  
Broadway and Sixty-first Street

Hartford, 294 Pearl Street Newark, 24 Branford Place  
Springfield, 832-834 State Street Long Island City  
Brooklyn, Flatbush and Eighth Avenues

